

## MEMORANDUM

TO: The Nevada County Transportation Commission

FROM: Daniel B. Landon, Executive Director

SUBJECT: Executive Director's Report for the September 20, 2006 Meeting

DATE: September 11, 2006

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### 1. STATUS REPORT ON THE DORSEY DRIVE INTERCHANGE PROJECT

As directed at the July Nevada County Transportation Commission (NCTC) meeting, staff presented the following six comments to the City of Grass Valley at their July 25<sup>th</sup> meeting.

- NCTC supports conducting a Value Engineering Analysis on the Dorsey Drive Interchange project.
- NCTC recommends that an Ad Hoc Committee be formed with representatives from NCTC, Grass Valley, Nevada City, and Nevada County. The purpose of the committee is to collect and coordinate community comments and concerns that would be considered in a Value Engineering Analysis. This committee would be assisted by local agencies and Caltrans staff. NCTC selected Tim Brady as its representative on the committee.
- NCTC believes that Caltrans should continue with the design of the proposed first phase of the project while the Value Engineering Analysis is being completed. Although the value engineering exercise may result in modifications to the project, a southbound onramp will be needed with any design.
- NCTC encourages the City of Grass Valley to try to secure funding for the Dorsey Drive Interchange by placing a local sales tax measure before the voters.
- NCTC agrees that the City comments and concerns should be considered in the project design, but the final design must be adequate to handle the regional traffic needs.
- NCTC has directed its staff to look into developing simulations of the project phases to aid the Ad Hoc Committee and the community in understanding the benefits and impacts of each project phase.

Following their July 25<sup>th</sup> meeting, the City of Grass Valley sent a letter dated July 27<sup>th</sup> to Caltrans and the NCTC (see Attachment Dorsey-1). At the August 29<sup>th</sup> Grass Valley workshop, Caltrans Project Manager Winder Bajwa reviewed the plans for the ultimate design of the Dorsey Drive

Interchange Project and the Initial Project Phase. I provided an overview of the funding that has been included in the California State Transportation Improvement Program (see Attachment Dorsey-2), and Tim Kiser provided a review of the City's comments and concerns. Following these presentations, the Council gave some initial comments and opened the meeting for public comment. There were six individuals that spoke. John Burnside, a local consulting engineer offered a new roundabout alternative for the project. Grant Cattaneo, representing *Citizens Concerned About Traffic* (CCAT) noted CCAT's concerns regarding the height and width of the proposed overcrossing structure, the connection of the westbound offramp, and the overall scale and size of the project. Former NCTC and California Transportation Commission member Ed Sylvester encouraged the City Council to not let the project schedule slip, noting that if a local sales tax were passed in November, it would provide greater leverage to secure funding from the State. Joy Waite, Diane Livingston, and Jennifer Carville spoke in support of the comments made by John Burnside and Grant Cattaneo. There were no additional comments from the public.

Following public comment, City Council discussed the project and reiterated their desire to meet as soon as possible with Caltrans District 3 Director Jody Jones. Also the City is moving ahead with a peer review of the design and traffic components of the project, and will have feedback from the peer review exercise prior to the September 22<sup>nd</sup> meeting that has been scheduled with Jody Jones and her staff.

## 2. GRASS VALLEY TRAFFIC PROJECT STATUS REPORTS

Tim Kiser, Grass Valley City Engineer, will be present at the NCTC September 20<sup>th</sup> meeting to discuss Grass Valley's sales tax measure that has been placed on the November ballot and to give a status report on the Idaho-Maryland/East Main roundabout project.

## 3. STATUS OF THE FY 2006/07 UNMET TRANSIT NEEDS PROCESS

The FY 2006/07 Unmet Transit Needs process will soon be underway with the first of several outreach efforts to solicit input on the perceived unmet transit needs in Nevada County. A joint public workshop with staff from the Nevada County Transportation Commission, Placer County Transportation Planning Agency, and the Tahoe Regional Planning Agency is scheduled to be held on November 2, 2006 at 1:00 p.m. at the North Tahoe Conference Center, 8318 North Lake Blvd., Kings Beach, CA. This joint workshop will provide an opportunity to receive input on transit needs in the Truckee/Tahoe region. An unmet transit needs public hearing in western Nevada County has been tentatively scheduled for November 15, 2006.

After receiving additional public comment and input from the Social Services Transportation Advisory Council (SSTAC) on the perceived transit needs, NCTC staff will complete an assessment of those needs. The *Nevada County Transit Needs Assessment*, along with a recommendation from the SSTAC, will provide the basis for the NCTC to make findings in accordance with the Transportation Development Act (TDA) regarding "unmet transit needs" and needs that are "reasonable to meet" at their January 18, 2007 meeting.

## 4. SR 49 GATEWAY MONUMENT

Sue Zajac, Nevada County Department of Transportation and Sanitation, has reported that the County was successful in securing an encroachment permit from Caltrans and the monument will be installed by a contractor on September 16<sup>th</sup>.

## 5. REGIONAL TRANSPORTATION MITIGATION FEE (RTMF) PROGRAM UPDATE

The request for proposals for the RTMF program update project was sent out on September 5<sup>th</sup> and proposals are due back on October 6<sup>th</sup>. Between October 9<sup>th</sup> and the 20<sup>th</sup>, we will conduct a review of the proposals and interviews in order to select a consultant and award a contract by October 23<sup>rd</sup>. Any member of the Commission that desires to participate in the consultant selection process should notify staff to ensure inclusion in the process.

## 6. INFRASTRUCTURE BOND UPDATE

California voters will be asked to consider a package of infrastructure bonds on the November 2006 ballot. The measures relating to transportation are:

- [Proposition 1A](#) which would enhance protections for existing transportation funds;
- [Proposition 1B](#) which would provide \$19.9 billion in general obligation bonds for transportation improvements; and
- [Proposition 1C](#) which would provide funding for housing projects near transportation facilities.

For greater detail on these measures **see Attachments 1A, 1B, and 1C** prepared by the Legislative Analyst's Office.

Estimates prepared by Caltrans show that over \$17.2 million could be allocated to Nevada County with approximately \$5.6 million added to the Regional Transportation Improvement Program (RTIP) funds that come through the State Transportation Improvement Program (STIP), \$6.6 million to be shared by the County and the three incorporated municipalities within the County, and \$5.0 million for transit operators through existing funding formulas (**see Attachment 1**). The following outlines the provisions of each measure:

### **PROPOSITION 1A:** *Transportation Funding Protection Legislative Constitutional Amendment*

In 2002, voters approved a measure (Proposition 42), which committed the existing state sales tax on gasoline, about \$1.3 billion per year for transportation purposes. These funds are allocated to congestion relief projects, the state highway system, local street repair and public transit. However, Proposition 42 included a provision that allows these funds to be suspended when the State of California experiences budget deficits. To date, over \$2 billion have been suspended.

Proposition 1A would discourage suspension of these funds by:

- Authorizing suspension of Proposition 42 funds only if the Governor issues a proclamation, the legislature concurs by a 2/3 vote and passes a bill that requires the funds be repaid within a three-year period;
- Stipulating that Proposition 42 funds may only be suspended twice in a ten-year period and may not be suspended while a previous loan is still outstanding;
- Allowing for a ten-year repayment period of previous Proposition 42 loans.

### **PROPOSITION 1B:** *Highway Safety, Traffic Reduction, Air Quality and Port Security Act of 2006*

Proposition 1B is the transportation infrastructure bond. This General Obligation bond totals \$19.925 billion and would be allocated to congestion relief, public transit, goods movement facilities, transportation safety and security, air quality, port security, street and road repair.

The measure proposes to allocate the funds in the following manner (see **Attachment 2**):

### **Corridor Mobility Improvement (\$4.5 billion)**

These funds would be allocated by the CTC to highly congested travel corridors in the State. Projects in this category must be a high priority; be able to start construction by 2012, improve mobility in a highly congested corridor by improving travel times and reducing vehicle hours of delay, connect the state highway system and improve access to jobs, housing, markets and commerce. For competing projects, the CTC must evaluate the quantifiable air quality benefits and safety benefits. The CTC must allocate funds consistent with North/South split which guarantees that Southern California receives 60% of these funds and Northern California receives 40%.

### **State Route 99 (\$1 billion)**

State Route 99, located in the Central Valley, will receive these funds specifically for safety, operational enhancements, or capacity improvements.

### **California Ports Infrastructure, Security and Air Quality (\$3.1 billion)**

Of this total amount, \$2 billion will be available for infrastructure improvements along trade corridors that have high volumes of freight movement: \$1 billion will be allocated by the State Air Resources Board for emission reduction from freight movement along trade corridors; and \$100 million will be allocated by the Office of Emergency Services as grants for ports, harbor and ferry terminal security enhancements.

The CTC will allocate the \$2 billion to projects that include, but are not limited to:

1. Highway capacity improvements and operational improvements that more efficiently accommodate the movement of freight from seaports, navigable inland waterways, land ports of entry, and airports.
2. Freight rail improvements that enhance the ability to move freight (from the same as above,) including projects that separate rail lines from highways or roadways, or move freight through mountainous areas.
3. Enhance the capacity and efficiency of ports.
4. Truck corridor improvements including truck toll facilities.
5. Border access improvements.
6. Surface improvements to enhance the movement of freight from airports.

### **State Transportation Improvement Program (\$2 billion)**

This category augments the STIP that funds transportation projects. These funds are subject to current law, which allocates funds based on county population and highway miles.

### **Public Transportation, Modernization Improvement and Service Enhancement (\$3.6 billion)**

This program will allocate \$3.6 billion for new transit projects including intercity rail projects, and for commuter or urban rail operators, bus operators, waterborne transit operators for rehabilitation, safety or modernization improvements, service enhancements, and new capital projects. The

remaining \$400 million is for intercity rail, of which \$125 million must be used to purchase new cars and locomotives.

### **Transit System Safety, Security and Disaster Response (\$1 billion)**

Funds in this category will be allocated to transportation agencies for capital projects that enhance safety, security, and protect against the threat of disaster by developing safe and secure response transportation systems.

### **State-Local Partnership Program (\$1 billion)**

These funds provide a state dollar-to-dollar match to locally funded transportation improvements. This provides incentives for local governments to invest in transportation improvements. The California Transportation Commission will allocate these funds over a five-year period.

### **Local Bridge Seismic Retrofit (\$125 million)**

These funds will be used as an 11.5% local-to-match Federal Highway Bridge Replacement and Repair funds for seismic work on local bridges, ramps, and overpasses.

### **Highway-Railroad Crossing Safety (\$250 million)**

These funds would be allocated by the State Department of Transportation for the construction of high priority grade separation and railroad crossing safety improvements pursuant to current law.

### **Highway Safety Rehabilitation and Preservation (\$750 million)**

This program will fund the State's Highway Operation Preservation Program.

- \$250 million will be set aside to fund a Signal Synchronization program to be developed by Caltrans.

### **School Bus Replacement Program (\$200 million)**

These funds will be used to reduce diesel emissions by retrofitting and replacing buses.

### **Local Streets and Road Improvement, Congestion Relief and Traffic Safety Account of 2006 (\$2 billion)**

These funds shall be used for street and road repair projects that reduce traffic congestion, improve traffic flow and increase traffic safety.

- \$1 billion will be allocated to counties, 75% based on vehicles and 25% on maintained county roads (**see Attachment 3**).
- \$1 billion will be allocated to cities based on proportionate population (**see Attachment 4**).

### **PROPOSITION 1C: *Housing and Emergency Shelter Trust Fund Act of 2006***

Proposition 1C is the housing and emergency shelter bond that provides \$2.85 billion for a variety of housing and emergency shelter projects. Within this measure are two provisions that will fund

housing projects located near public transit. The first provides \$850 million to Infill Housing projects which supports the location of housing near transportation facilities. The second provision provides \$300 million for the Transit Oriented Development projects which specifically promotes the development of housing near public transit.

attachments